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	CENTRAL INTELLIGENCE AGENCY	REPORT	
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COUNTRY	East Germany	DATE DISTR. 8 August 1955	;
SUBJECT	SDAG Wismit: Rail Transportation Department of Object 1 in Johanngeorgenstadt	NO. OF PAGES 6	
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1.		Rudi Meixner was s (Normierer) assigned to were in charge of the	25X

10 was Kucherenkov (fnu), his German deputy.

Wolfgang Schmidt,

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Erns t the Rail Transportation Department.

The department worked in three shifts with 6 to 8 locomotives, each of th 50 to 100 hp. Each locomotave pulled 8 trains of about 9 mine cars per shift, which amounted to an average total of 500 mine cars with material per work shift. The mine cars had a leading capacity of about 9 cbm of solid rocks. The work quota was based on kilometers. This figure included loading, firing, taking coal, water, etc and was fixed for a speed of 5 km/h, although the trains actually travelled at 8 km/h. At the beginning of a shift, the engineer and the fireman received from the comptroller shipping tickets which were turned over to the standardization expert after the number of mine cars, the shaft and the classification of the material loaded had been entered ading personnel at the bunkers. "OE" was the symbol for waste rocks

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- 3. From the bunker at Wittigsthal Combine, Shaft 31 and 31 bis, the ore trains were directed to the arc-state test stand where the radio-activity was determined. Shipments of the dumps by a note on the shipping time (stock pile with pertinent number), which is material was sent to Plant 98. Shipments for Plant operated by Soviet personnel who signal to ticket. German personnel signed for the waste rocks at the company to the company to the signal to the signal
- 4. The monthly output obtained in three-shift work of the Wittigsthal Combine, Shaft 54, and parts of Shaft 124 (Weisse Taube white pigeon) amonted to 150,000 to 180,000 tons including 40,000 to 45,000 tons 15 percent Type III material which was shipped to Plant 98, while the rest, waste rocks, was shipped to the dumps. When the capacity of Plant 98 was filled or when machines were defective, the controller gave order for the ore to be unloaded at Erzkippe #3 (stock pile 3) where it was stored before it could be further processed. Shipments from Erzkippe 3 to Plant 98 had to be rechecked at Test Stand 1.
- 5. It was noticed that high grade ore was shipped by Soviet ZIS and Molotov type tipping trucks with German drivers in three shifts to the loading station, located 200 m from the Johanngeorgenstadt railroad station in the direction of the border. The ore was unloaded either directly on gondola cars shuttling between this place and Niederschlema, or into the bunker located at the loading station.

the decrease of ore mining at Object 1 could be eliminated after parts of the Czech Breitenbach Shaft were turned over to Object 1 in November 1954.

Comment. For a location sketch of Object 1 at Johanngeorgenstadt, see and for graphical reproduction of the route of the ore trains,

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